

FIRST CLASS MAIL



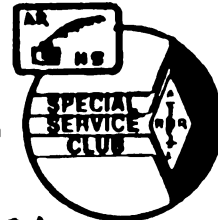
*A Publication of*  
THE PHIL-MONT MOBILE RADIO CLUB, INC.  
2113 EDGEHILL DRIVE, FURLONG, PA 18925

# THE BLURB

PHILMONT MOBILE RADIO CLUB  
W3RQZ-W3TKQ-W3QV



**BLURB**  
August 1991



SOME FACTS  
ABOUT THE  
SHIPYARD  
YOU DON'T KNOW..  
AND NEWS PAPERS  
WILL NOT PRINT!



Article on page 6

is published monthly by, and for, the members of **The PHIL-MONT MOBILE RADIO CLUB, INC.** whose purpose is to promote Amateur Radio in general, and Mobile Radio in particular. Copying and quoting is permitted with a credit line. We gladly exchange publications with other amateur radio clubs; requests should be sent to the Editor. BLURB subscriptions are available to non-members for \$10.00 addressed to the Treasurer. The club meets at 7:30 PM on the first non-holiday WEDNESDAY of every month at The Franklin Institute Science Museum, 20th Street and the Benjamin Franklin Parkway, Philadelphia. Use the Winter Street (north side) entrance.

## ALL VISITORS ARE WELCOME!

Amateur Radio License Examinations - the first non-holiday Thursday of every month  
at The Franklin Institute Science Museum-  
doors close at 6:30 PM-SHARP!

## CLUB INFORMATION

24-Hour Information Number at W3TKQ -(215) 448-1139  
Repeater frequencies: 147.03 (Bucks County input requires 131.8Hz PL)  
444.80 MHz (186.2 Hz PL)  
Simplex frequency: 147.51 MHz  
Mailing Address: P.O. Box 88, Abington, PA 19001

## STATIONS

W3QV - 147.03 MHz. Repeater - 8200 Ridge Avenue, Philadelphia, PA - Trustee W3BBB  
W3RQZ - 1176 Old York Road, Abington, PA - Trustee W3VVS  
W3TKQ - The Franklin Institute Science Museum, Philadelphia, PA - Trustee W3PWG  
**ALL LICENSED AMATEURS ARE WELCOME TO OPERATE W3TKQ.**

## OFFICERS

PRESIDENT: N3FVI, Bill Popovic, 343 Lemonte Street, Philadelphia, PA 19128 (215) 487-9472  
VICE PRESIDENT: N3GLH, Brad Swanson, 517 Cresheim Valley Road, Wyndmoor, PA 19118 (215) 836-2473  
SECRETARY: N2RM, Rob Moore, 9U Rose Rita Terrace, Hammonton, NJ 08037 (609) 561-4459  
TREASURER: KB3IV, Ed Masarsky, 15 Poe Avenue, Wyncote, PA 19095 (215) 572-5238

## DIRECTORS

W3BBB (92); KC2HX (92); AK2I (91); W3IIM (A); K3KUD (91); W3RM (A); W3UY (A)

## COMMITTEES

Archives:	W3IIN	Membership:	W3IIN	Repeater:	W3BBB
BLURB:	W3IIM	Net Control:	KB3IV	Special Events:	N3FVI
Budget /Audit:	W3IIN	Program:	N3GLH	TVI	WA3AUN
Directory:	WB3KOJ	Publicity:	-----	VE Program:	ND3Q
DX:	WA3AUN	Refreshments:	N3FVI	W3TKQ:	W3PWG
Emerg. Coord.:	W3BBB			Welcome:	W3VVS

Special Liaison to The Franklin Institute Science Museum: AK2I

## BLURB STAFF

Editor: W3IIM, Jack Haring, 2113 Edgehill Drive, Furlong, PA 18925  
215-794-7623

Artist: Sam Kunceovich

N3DHI, WB3KOJ

Publisher/Typist: W3IIN

**DEADLINE:** To be assured of publication in the current month, all copy **MUST** be in the hands of the Editor at the Bored of Directors' Meeting!

## NET SCHEDULE

SUNDAY	09:30	147.030	MHz FM	"SUNDAY MORNING 2 METER NET"
	10:00	28.993	MHz SSB	"10-ON-10 NET"
	10:20	3.993	MHz SSB	75 METER NET
TUESDAY	20:00	147.030	MHz FM	CW PRACTICE NET (SUMMER RECESS)



# APPLE BYTES

Don Gordon, WB3KOJ

## AUGUST BIRTHDAYS

- 01 Lee Pamplin - N3EKR
- 02 Thomas O. Bohlander - WA3KLR
- 04 Harry A. Carl - W3KDO  
George W. K. King - W3PXY
- 05 Rolland E. Madara - W3PWG  
Kitty Trout - KA3BDU (XYL W3IGW)
- 07 Michael J. Errigo - WB3EQW  
Kathie Rorick (XYL N3GEN)
- 08 Joseph J. Johnston - K3VXU
- 09 Carolyn R. Popovic - KA3VLT
- 11 Dot McQueen (XYL W3PCX)
- 12 Ethel Cox (XYL K3TYB)  
Maryann Errigo (XYL WB3EQW)  
Joann Hoch - N3FTC
- 14 Pat Mescanti (XYL WB3CMM)
- 15 Mark Ackerman - WA3AUN
- 17 Grace Burket (XYL W3HQJ)  
Jacob S. Kovalchek Jr. - AK2I
- 18 Thomas M. McLehanan - N3DBX
- 22 John M. Muroff - W3SAI
- 25 Frank D. Whitten - K3TEF
- 27 Ursula Garvin (XYL W3GRY)
- 28 Gordon Lusky - W3APD
- 30 H. Paul Bohlander - W3VVS

## HELP PHIL-MONT

Are you planning to join ARRL or renew your current membership?  
Help Phil-Mont by joining or renewing through the club.  
Contact KB3IV for the details.

**Sam Kunceovich needs coaching for his no-code tech license.**  
**Would anyone like to give him a hand? Let's show him how grateful**  
**we are for his ongoing dedication to *The Blurb*.**  
**After all, this is the 404th issue that he's done for us!—Contact the editor.**

## Cruise On A LIBERTY SHIP!



The Liberty Ship JOHN W. BROWN will steam on her own power on September 21 and 22, 1991 for two six hour day cruises on the Chesapeake Bay.

These exciting cruises mark the first time since 1946 that this historic ship has been underway on her own power. **AND YOU'RE INVITED!**

The September 21st cruise is already sold out and tickets for the September 22nd trip are going fast. The six hour voyage features lunch and beverages, tours of the ship, dancing to 40's music of the Ed Williams Band, a wreath laying ceremony and a fly-by of World War II aircraft.

Tickets for this "Cruise into History" are \$100 per person and we urge you to respond promptly!

**YES!** I want to make this unique and historic LIBERTY SHIP voyage.  
Donation for each guest...\$100.

name \_\_\_\_\_

address \_\_\_\_\_

\_\_\_\_\_ zip \_\_\_\_\_

Check enclosed in the amount of \_\_\_\_\_ for \_\_\_\_\_ reservations.

Please make checks payable to "Project Liberty Ship."

Mail to: Project Liberty Ship, P.O. Box 8, Long Green, MD 21092

Your cartoonist and your editor are both life-members of this all volunteer organization. Join us on one of the last remaining Libertys, as she, once-again, steams under her own power, down the bay from Baltimore.

Contact W3IIM for more information.

## The PREZ SEZ

Bill Popovic, N3FVI

ThankstoN3FTY,N3FTZ,N3GEN, and KA3EBC for helping in the cancer society's Bike-a-Thon, Sunday July 14. Also thanks to NS3Y for taking the 2 meter net for Susie.

The MS-150 bike tour to Ocean City N.J. and back will be on September 21 & 22. If you participate both days, the organization will pay your lodging Saturday night in Ocean City.

Attendance was light (18) for the July 3 meeting, as expected, because of the holiday. I hope for a better turn out for the August 7 meeting. The speaker

will be Bob Dengler from the Shadow Traffic network. Shadow supplies traffic and road hazard information to thousands of motorists daily. If you are interested in reporting information to shadow, see Bob at the meeting, or contact N3GEN or me.

The renovation at W3TKQ is progressing nicely. The new console is in and looks great. There is still plenty of work to be done. If you can spare some time, equipment, or funds, much is still needed. All donations are appreciated and will help to preserve amateur radio.

Same  
OTHER  
CORNER



# LOOKAHEAD

- Aug 1 License Examinations  
Aug 7 **General Meeting Program:**  
**SHADOW TRAFFIC**  
Aug 14 Directors' Meeting at  
W3IIM&N's
- Sep 4 **General Meeting**  
Program To Be Announced  
Sep 5 License Examinations  
Sep 18 Directors' Meeting at  
N2CYA & KC2HX's
- Oct 2 **General Meeting Program:**  
**W3TKQ Open House**  
Oct 3 License Examinations  
Oct 16 Directors' Meeting at  
KA3AMO & N3FTCs  
Oct 23 **W3TKQ Dedication**
- Nov 6 **General Meeting**  
**OLE TIME**  
Nov 7 License Examinations  
Nov 13 Directors' Meeting at  
N3GLU &

**CLUB INFORMATION**  
24 Hour Information Number at W3TKQ  
(215) 448-1139

## V.E. TEST LOCATIONS

Confirm all information, in advance, with the contact person. Licensed applicants must bring their original license and one photocopy of it. All applicants, including children, must present positive ID. Also bring the original of any Certificate of Successful Completion needed to prove current status. The ARRL VEC's 1991 test fee is \$5.25; there is no charge for a Novice test.

**BELLMAWR, NJ**  
Monthly, 3rd Thursday  
Bill Helmatag  
(609) 546-7710

**CENTER CITY PHILA.**  
Monthly, 1st Thursday  
Dusty Rhoads, ND3Q  
(215) 482-0386  
(215) 879-0505

**BRYN MAWR**  
Bob Haase, W3SA  
(215) 293-1919

**RICHBORO**  
Dave Munson, NM3K  
(215) 788-7515

**TELFORD**  
Monthly, 3rd Monday  
Warren Erdman K3ZXQ  
(215) 679-5764

**LEVITTOWN**  
Monthly, 1st Thursday  
Dave Heller, K3TX  
(215) 946-1040  
(215) 736-3333

**WARMINSTER**  
Last Wed., Odd Months  
Tom Michaud, WA3TQJ  
(215) 343-3494

# HAMFESTS

- Jul 28 TIMONIUM, MD  
BRATS
- Aug 11 WARRINGTON, PA  
MARC
- Sept 8 GAITHERSBURG, MD  
Foundation for Amateur Radio
- Sept 15 PENNSAUKEN, NJ  
South Jersey RA
- Sept 21-22 YORK, PA  
York ARA
- Oct 6 GARDEN STATE RACETRACK  
Pack Rats
- Oct 13 JERSEY SHORE

ALEM, PA  
ireless Assoc.

minutes, intensifying the ionization in the D and E layers, which are between 50 and 150 miles above sea level. Severe absorption occurs, resulting in an SID (Sudden Ionospheric Disturbance) on HF. The D and lower E regions are in the troposphere. The same high level of ionization carries VHF signals many hundreds of miles—which is great for 2 meter DX, and terrible for TV. This form of band opening is not to be confused with atmospheric ducting, which also opens 2 meters, but for shorter distances.

The solar wind is a stream of charged particles which travel much slower than the speed of light. They have mass, and thus are pulled by gravitational forces, and can reach distances of a few hundred million miles from the sun. The positive protons either pick-up free electrons in space to become hydrogen atoms, or, if they reach the earth, they will go into earth orbit at a height dependent on their velocity.

Such a concentration in earth orbit is called a "proton event." This can damage

solid-state devices in orbiting satellites. That is probably what did-in Oscar 10.

The electrons are smaller and faster. When they reach the earth, the earth's magnetic field forces them north along the geomagnetic longitude lines. Magnetic lines of force converge at the magnetic poles, so the electrons are concentrated at the poles where they excite the gas molecules, producing the northern and southern lights (auroras). The high degree of ionization that forms the auroras reflects 2-meter signals. Thus you can point your beam to the north and receive signals from far west. That is another kind of band opening, commonly called Aurora.

An electron stream is equivalent to an electric current, and electric currents produce magnetic fields. The magnetic field from the northbound electrons that generate the aurora cause the radial component of the earth's magnetic field to fluctuate, which in turn induces unwanted currents in telephone and power lines, which can blow fuses and damage equipment. This is a magnetic storm.

From OLD BARNEY ARC NEWSLETTER via Penn Wireless Association's X-MITTER. Author unknown.



[Just kidding!]

## SUNSPOTS AND RADIO

In case you haven't noticed, for the last [few] months your HF receiver has been more dead than alive. Our weekly sked with friends on the west coast and New Mexico on 15 and 20 meters, have been washed out three weeks out of four. It was so bad, one of the club members checked to see if it was his receiver or the band. There wasn't even one signal on 20 meters at 1700Z.

A bulletin later in the day confirmed that there was a massive solar flare about 1300Z.

It doesn't take long, in ham radio, to hear about the buzz words like solar flares, sunspots, magnetic storms, aurora, SIDs, band openings, proton event, solar wind, etc. These are not random events, but rather interrelated astrophysical phenomena which, one way or another, bash DX, or enhance it. Lumped together, it's called "propagation," which is predictable to about the same degree as the weather.

Here, briefly, is how it happens: The surface of the sun, called the photosphere, is mostly incandescent hydrogen, which is bright and shiny. Underneath the photosphere is a region of completely ionized hydrogen called the chromosphere. It is so hot, it is no longer shiny, but black.

### PROPAGATION IS ABOUT AS PREDICTABLE AS THE WEATHER

A sunspot is simply a hole in the sun's surface which exposes the hot black interior, and allows the hydrogen ions to escape, along with gamma rays, X-rays, ultraviolet rays and infrared rays. The hydrogen ions are negative electrons and positive protons. The rays are electromagnetic and radiate radially from the sun at the speed of light.

The ions have mass, and are expelled by internal forces in the sun. They are drawn toward the planets by gravity. In space they are called the solar wind, and move much slower than light.

### Satellites safe from flares

BY ELLIS BOOKER COMPUTERWORLD STAFF

Solar flares arcing hundreds of thousands of miles into space have made an impressive show for astronomers, but have had little impact on satellite communications here on Earth, scientists at satellite companies said last month.

The recent solar activity is insignificant because of the way the earth satellites are positioned at the moment, and because of standard error-correction protocols used in modern satellites, the scientists said.

Solar flares generate low-, medium- and high-energy particles, typically protons and electrons.

The energetic protons can penetrate the space-ship and, if they hit electronics such as memory chips, can cause "upsets."

"These are called single event upsets, and they can actually change what's in memory, causing the satellite to malfunction," said Andrew Meulenberg, a senior scientist at Communications Satellite Corp., the Washington, D.C.-based private company, and a U.S. representative of Intelsat.

However, according to Meulenberg, satellite designers compensate by using "voting" electronics, which require multiple sources of information, and conduct parity checks before executing commands.

More damaging are medium-energy protons, which can cause permanent damage to the satellite's solar panels by displacing the atoms in the solar cell, diminishing both its sensitivity to light and the electrical voltage it can produce.

In addition, low-energy particles drag the solar magnetic field with them and collide with the Earth's magnetic field.

This can result in electrostatic shocks, lasting less than one microsecond, that can also upset electronics on-board.

A solar flare is the eruption, on the sun's surface, that makes the hole. It is caused by the gravitational pull of the planets. When the planets are scattered around the sun, each pulling on a different part, as during "solar low," nothing happens. But if several planets pull on the same part of the sun's surface, we get an eruption. Right now Mars, Jupiter and Saturn are lined up [at the time this article was written-Ed], causing a big eruption and many smaller ones.

Here is what the radiation and solar wind do to the ionosphere. The X- and gamma rays, from a flare, reach the earth in

## MINUTES

## JULY GENERAL MEETING

The meeting was called to order by N3FVI, at the Franklin Institute on July 3.

KB3IV reported on the state of the Treasury, including the \$400 donation by Core States for the club's participation in the bike race the past 2 years. He is pleased on the balance in the Treasury, but TKQ is not finished yet. He again asked that members join or renew their ARRL membership through the Club.

W3IIN said one new membership application is pending, and will be voted-on at

mid month.

Work is to begin in earnest next week at W3TKQ. Wednesday has been slated as clean-up day at the station.

There were 15 examinees at the testing session, with 23 elements given and 5 new licenses earned.

The program was on various mobile radios including Icom, Kenwood and Motorola.

Respectfully submitted, Robert R. Moore, N2RM, Secretary

### 75th MONTHLY VE SESSION STATISTICS

### JULY

11 candidates pass 10 elements  
3 new amateurs plus 0 upgrades

VE team members:

ND3Q, Dusty Rhoads, Chairman  
N3EKR, Lee Pamplin; W3LKI, Ben Roeshman;  
K3SNZ, Vince Braxton; KA3SWU, Joel Kliengunther

AMATEUR LICENSE EXAMS HELD ON THE FIRST  
NON-HOLIDAY THURSDAY OF EVERY MONTH  
Registration begins at 6:00 PM

Doors close at 6:30 PM sharp

THE FRANKLIN INSTITUTE  
SCIENCE MUSEUM

For Information Call ND3Q at  
(215) 482-0386 or 879-0505

Accessible by the handicapped.





### The Death Struggle of The Philadelphia Naval Shipyard Sam Kuncevic

It is with much regret that I bring the smell of politics into the BLURB, but without it I cannot say much of the shipyard's sad situation. Before I start digging into that foul muck that surrounds the shipyard, let me tell you a little of the shipyard's unusual and proud past.

The present site of the yard was preselected by Abe Lincoln himself, when it was decided that the Federal Street location was getting too small. Some of the buildings, including the Marine Corps unit, were put on barges and floated downstream to their new and present locations. Here the yard's growth was rapid and busy. It reached its peak during WW II, with employment of 43,000 workers. Many of its unusual accomplishments began to appear. It was the only shipyard with a Naval Air factory and engineering center.

Here were built and tested, on its own airfield, more than 1,400 fighter and training aircraft, and the first naval airship, the Shenandoah, ZR-1. Additional firsts include the first rocket missile, the first radio controlled drone, and the first space suit (tested by John Glenn).

The shipyard built and overhauled more ships than any other shipyard in the U.S. There were 12 shipyards in existence at that time. One big fact that remains today, no major combat ship built at the Phila. yard has ever been lost to enemy action.

In 1963, the first attack on the shipyard's existence came with the formation of a "southern alliance" of private shipyard and business owners, who formed the "Tidewater Project." The objective, to close, and

relocate to the south, all northern federal agencies, under the guise of saving federal money, in spite of the fact that government officials, and the accounting office, stated that no money could be saved by such actions, but would in-fact cost billions of dollars. But the first axe fell in 1968 when defense secretary MacNamara closed the Boston and New York shipyards.

When he came to Philly with his committee in 1968, the shipyard "group in defense" presented, via charts and records, the outstanding record of the shipyard. We were spared, but we were "fingered" for closing from then on. This, I'm sure, can be recalled by Phil-Monters, YVH, GNM, ZPP, KUD and SZF.

With each attack on the yard, the Tri-State congressmen, senators and shipyard representatives would again combine to present a defense.

Meanwhile, the "Tidewater Gang," kept pecking-away at other agencies. The Frankford Arsenal closed in spite of the White House promise to keep it open. That function relocated south at a cost of \$10 billion. Marine 4th District Headquarters, and the Marine Training station were next to go. The Naval Air Engineering Center was gone from the yard too. The yard was slowly being whittled down. As all the small cuts took place, the sunbelt presidents were building southern installations. Carter, Johnson and Ford all built home-state projects at federal cost. The Johnson Space Center in Texas, was needed like a hole in your head. They are so busy now they use and wear out a poker deck every hour.

He was a recipient of the Fones Medal from the Connecticut State Dental Society and the Fauchard Award from the Fauchard Academy.

He was a member of Bryn Mawr Presbyterian Church.

He was active in amateur radio, belonging to the Phil-Mont Mobile Radio Club, the Gold Coast Radio Group and The Frogs. During and after World War II, he aided many service people who were serving in foreign countries by connecting them by way of telephone and radio to their families.



### Additional memories from Fredwood Shaw, W3ADV

"Doc" became interested in dentistry when he went to an orthodontist to have his teeth straightened.

He became a "ham" radio operator in 1938. In 1949, together with me and other members of the Haverford Township Emergency Radio Net, the amateur radio station, "W3TKQ," was installed at The Franklin Institute.

At first, the station was only operated on Saturdays and Sundays by members of

the Net. After a few years, however, the station W3TKQ was so well known that The Franklin Institute provided several retired "ham" operators to operate the station.

About 1956, the Phil-Mont Mobile Radio Club took-over the sponsorship of the station. "Doc" Burket, becoming a member of Phil-Mont, continued his interest in W3TKQ, and, for many years, was the Net Control Operator, calling the Net members to an "On the Air" meeting at 10 AM each Sunday, from his home station, W3HJQ, in Bryn Mawr.

In 1983, Doc and his XYL Grace, retired to The Moravian Home, in Lititz, PA.

Dr. Lester W. Burket ("Doc" to us) passed away on June 29, 1991. A Memorial Service was held at the West Laurel Hill Cemetery on July 2, 1991. Interment was at The Sanctuary of Hope at West Laurel Hill.

Contributions may be made to the University of PA. School of Dental Medicine, 4001 Spruce St., Phila, PA. 19104, or to Moravian Manor, 300 W. Lemon St., Lititz, PA. 17543, or to The Franklin Institute Science Museum, "Amateur Radio Station W3TKQ," in care of Jake Kovalchek, 1228 Heartwood Dr., Cherry Hill, NJ 08003.

# Lester W. Burket, W3HQJ

ex-Penn dean, dental pioneer,  
amateur radio operator

Dr. Lester William Burket, former dean of the University of Pennsylvania School of Dental Medicine, died Saturday after a lengthy illness. He and his wife Grace celebrated their 57th wedding anniversary May 5.

Burket aided the emergence of oral medicine by combining medicine and dentistry. His textbook "Oral Medicine" established him as one of the founders of modern oral medicine. He is credited with raising the standards of education and practice in his field, and with guiding the establishment of federal policy concerning education, research, and patient care.

As dean of the University of Pennsylvania School of Dental Medicine, he developed sophisticated research strategies.

When he retired from Penn as dean and professor emeritus in 1977, he had a long string of professional achievements to his credit, including many major offices in dental-education associations.

He served as president of the American Association of Dental Schools and chairman of the Council on Dental Education.

Burket earned many degrees here and abroad. He earned his A.B. and dental degrees from The University of Pennsylvania in 1929 and 1932. In 1932, he became a Rockefeller fellow in Yale School of Medicine, where he earned his medical degree in 1936.

He became a Sterling fellow in pathology at Yale University Graduate School. In 1950 he earned an honorary degree from University of Antioquia in Medellin, Colombia, and became an honorary professor at National University in Bogota, Colombia.



He was an instructor in dental pathology at the Yale University School of Medicine in 1936 to 1937.

He taught at the University of Pennsylvania School of Dental Medicine from 1937 to 1977, going from instructor to professor of oral medicine, and then dean of the dental school from 1951 to 1972.

In addition to his book, Oral Medicine, he authored several articles.

He was decorated in 1948 by Queen Wilhemena of the Netherlands for his assistance to the dentists after World War II.

He was consultant to the Army, Navy and Veterans Administration and the U.S. Public Health Service. He also represented the United States in dentistry at the World Health Organization.

Burket was a member of the Matthew Cryer Society, Omicron Kappa Upsilon and Sigma Xi, Yale chapter.

Now the Navy, on the urging of retired southern admirals, was giving reasons why the Navy Yard should be closed—like it takes 7 1/2 hours for a ship to travel from Delaware Bay to the yard or back. But, they say nothing about the Puget Sound Navy Yard, Bremerton, Washington, where ships require 12 hours of critical navigation to get to the ocean, or back to the yard. They say the navy yard is too close to public housing for Nuclear facilities to be installed at the yard. But, they say nothing about the Charleston Navy Yard being within 50 yards of public housing. They say the Navy Yard is in need of modernization and repair, but say nothing about the Long Beach Navy Yard slowly sinking into the ocean—it is now 10 ft. below sea level.

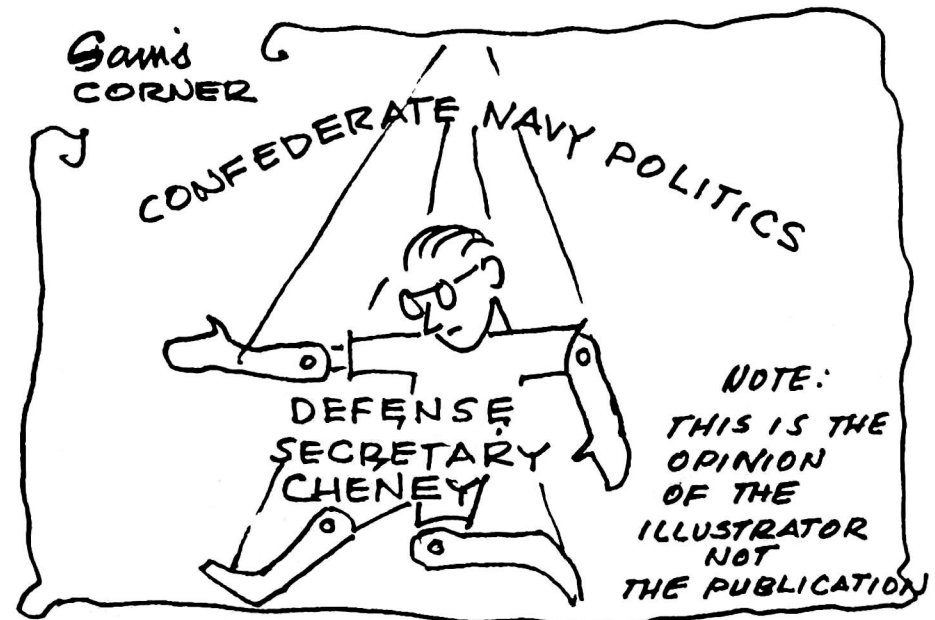
On the subject of Nuclear facilities in the Navy Yard: In 1963 congress passed a bill, by Penna Senator VanZandt, providing "X" amount of money for Nuclear facilities at the yard. It was never done. What hap-

pened to the allotted money? Any diversion, or other use of the funds, without congressional vote, is a federal law violation.

In 1989, the Navy Yard's 6th consecutive year of lower costs and top performance earned the yard the senate commendation. This in now suspected as a move to hide the blow of closure to follow.

For the past 6 years I was a member of the shipyard retirees Gold Card Club, and each year we joined the shipyard's group of about 40 representatives travelling to Washington D.C. to visit congressmen and senators, of the tri-state area, to update them on the shipyard's merits, and the need for work to keep the yard active.

Among the facilities the yard has, that no other yard has, is the foundry, capable of casting the largest and most intricate of propellers, and the only propeller shop of its kind, with 2 computer operated propeller profilers, complete with balance and finishing equipment. Also, two of the largest dry



docks of any Navy Yard. The Philly yard is also the only fresh water Navy Yard in the U.S. All of this makes the Phila. Navy Yard a thorn in the side of other Navy Yards, and mostly the private shipyards. Why?, simply because we do a better job at less cost.

The private shipyards are better at one thing, under-bidding on contracts, and then overcharging the Navy before completion of a job. Along with that, they are capable of hiding, or covering-up discrepancies in their work. One example, the helicopter carrier, LPH-10, USS Tripoli, was being built in the Ingalls shipyard, Pascagoula, Miss. A naval inspection team advised the Navy Yard of more than 1,100 items that failed inspection. We were to send a team to the ship to decide what was needed to correct the problems. (I was one of that group.) On the first day of our visit, we were visited, at our motel, by the

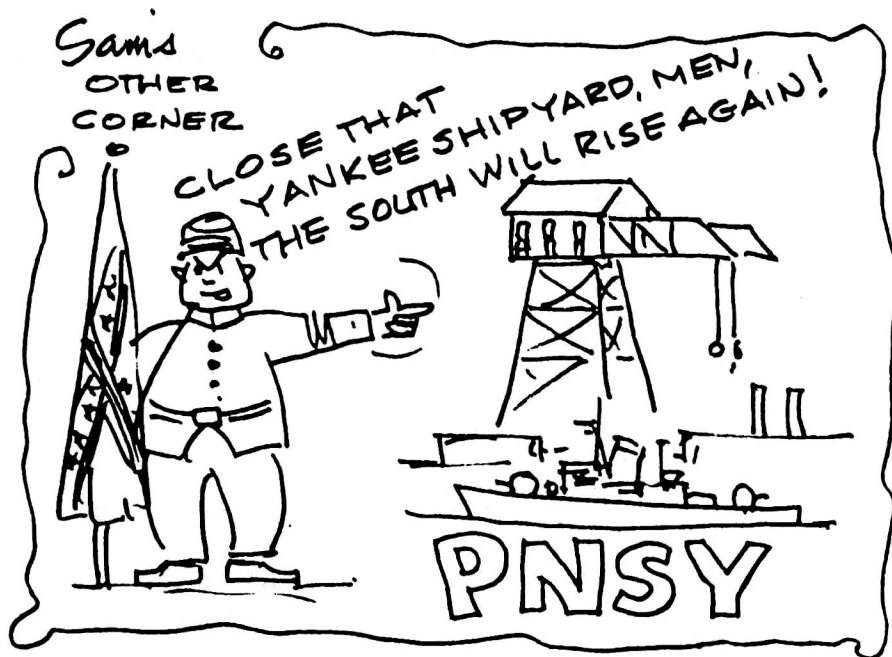
shipyard officials. We were offered all our expenses paid if we would minimize the ship's problems. Need I say more?

It all boils down to this: private shipyards need Navy work to survive (there is no commercial shipbuilding), so Naval facilities must be closed to divert Naval ship work.

Southern politics, and retired admirals on private shipyard payrolls, lobby in Washington to close northern yards and federal agencies.

The Tidewater Project is doing what it planned to do. So, at this point, I bring this to a close.

There is much more I can add, but I have burned your ear long enough. The shipyard Phil-Monters can verify much of what I say, in spite of them not being up-to-date on shipyard goings on.



*The opinions stated herein, do not necessarily represent those of the editor, or of The Phil-Mont Mobile Radio Club and its officers.*

word on selecting the location.) The local newspapers would play-up this problem day after day. For the next six days it rained and rained, and since we were at 1,430 feet above sea level, and about 828 feet above the level of Lake Superior, we were enveloped in heavy FOG. For six days we could not see the sun.

Nothing, however, could dampen our spirits. Perhaps another rendition of Rosemary Clooney's singing would however, because while she looked as good as could be expected, she had lost any talent she might have had, for her songs were methodically slow, almost to the point of a dirge. She is a beautiful person but...

## We cleaned-out the city of Duluth of CB sets

K-Mart, Radio Shack, all out of stock. Everyone wanted to hear about the weather — from inside their trailer. Tractors had to pull us out of our parking area. Mud was very deep, and no one attempted to use their Suburban. Wally Byam control was flooded with calls for help in pulling-out of position. I talked with the control operator who indicated that the people were beginning to panic for fear of not being able to get out. But one group, however, did a marvelous job. The Silver City Movers, a group within our numbers, volunteered to drive the tractors, that the city of Duluth had lent us, to pull-out everyone that needed help. It was indeed

comical, after you look back at it, but we managed to have fun, because we were together, a united group.

## It went "soft" right in his hand!

On the way back home I burned out a CB set (the final amplifier went up in smoke from overuse). That's what I get for volunteering to be the Entertainment Director, and have fun with a new trivia game my wife and I dreamed up, for entertainment, while on long hauls to and from the rally. The first day out, the weather naturally began to clear. Just long enough for me to ruin another tire. 'Same problem as when we started. The tire, with only 30,000 miles, came undone, and the radial belts just let loose, and took the tire very badly out of balance, destroying itself.

A stop off at Frankenmuth, Michigan made up for all of our problems, for we found a Bavarian wonderland and fantastic RV facilities and the largest display of Christmas items in the world, with every country represented — over one hundred thousand square feet of floor space all devoted to Christmas decorations. What a fitting ending for our theme this year, for the Duluth International Rally was "Christmas in July." If you have never gone on a caravan before, please come to the next one with me. I guarantee fun, excitement, adventure, and, who knows, perhaps another run-in with Freddie Ring Ding.

## Panel Approves Bill On Radio Spectrum

*The Wall Street Journal, WASHINGTON—*

The House Energy and Commerce Committee approved a bill that would transfer 200 megahertz of radio spectrum from government use to commercial use over the next 15 years.

The bill, which passed on a voice vote, provides for expedited reallocation of 30 megahertz. It orders the Commerce Department to select the frequencies and directs the department and the Federal Communications Commission to

jointly plan usage of the newly freed spectrum.

Under the bill, the 200 megahertz would be assigned by lottery, but that could change if lawmakers approve a separate measure to allocate radio licenses through competitive bidding. The issue of selling spectrum to the highest bidder has been contentious; opponents argue that it would change longstanding policy and could hurt development of new technology by excluding smaller, more innovative companies.



ranged, and well executed, all along the way from the caravan radio operators to the net controls who man the stations at the rally site, as well as the "parkers," who, in most cases, are amateur radio operators who have brought their hand held equipment, without which the parking committee would not be able to function.

## Heeeeeere's Freddie!

Since we had left on the 18th of June for an early-park date of June 24th, we had a lot of time for sight-seeing. So our caravan leader led us on to The Dells in Wisconsin, after a great night at the KOA in South Bend, Indiana. The Dells provided us with a dinner-show including great talent from the audience, including Freddie Ring Ding, and Jim "the talent scout" Wagner. I never laughed so hard when the MC really thought my name was Freddie Ring Ding. The next day we took a ride in the famous Ducks that were used in World War II, and what a ride it was. Into a river at 45 m.p.h., cross country then into a beautiful peaceful lake at 50 m.p.h. What a ride! The next three days flew by, and it was Monday morning and on our way to Duluth.

We arrived in Superior, Wisconsin at about 1:30 PM, and would receive a police escort through the city to the bridge connecting to Duluth, Minnesota. If you have ever felt a surge of pride flowing throughout the entire caravan, it was at that moment when neither traffic, nor red lights, nor busy intersections stopped the caravan of 27 trailers from New Jersey. What a spectacular sight it was. By the way, we communicated with the officer via 27 MHz on Channel 14, the official WBCCI caravan channel.

The rally "parkers" were expecting us, and with but a few minutes delay, we were on our way to our parking area which indeed

was a welcomed sight. Lo and behold, when we arrived, who parked us but old friends and officers of the New Jersey Unit, Fred Stavely, Don Kirkpatrick, and Todd Williams, who had arrived just hours earlier. I was informed, by another ham from Florida, that the boys were looking for me.

The next few days saw more misadventure than I care to recall, but if I do it now it takes on a humorous tone, and right now I need just that. Since we have only water, but no electricity to our trailers at the rally, we depend on our batteries for power to operate the lights mainly. That evening my wife noticed the lights were indeed dimmer than usual. A check of the control panel told me that I had battery problems. The next day I found I had two bad batteries. Thank goodness for Sears and the Die Hard! Unfortunately, these two batteries didn't die hard at all... they went pretty easy!

## Two down, and one to go.

A tire problem and now the batteries. So the jinx of things-in-three was upon me, and how true it was, for later that next day I broke a tooth! What else could happen? Stay tuned, because it's not over yet.

We saw some great talent at the rally, and had a super time with our friends. That evening, June 28, 1991, saw some terrible storms come our way. I checked with the local ham station, KA0TMW, on two meters, and since he had the most elaborate station that connected to the FAA weather charts and radar, he indicated that we were in for some continued severe rains and cold temperatures. These thunderstorms, and potential tornadoes, were on a collision course with Duluth at 58,000 feet. Water translated to MUD, and the cliché "Minty's Marsh" was born. (Ed Minty is the WBCCI International President, who ultimately has the last

## GUGLIO's GHOST

Russ Hamilton, W2FXU

I saw Guglio some years ago. He looked like hell, but not too bad for a ghost. He said, "I hear CW is dead." I said, "So are you." He was holding the world's second telegraph key in his bony hand like it was soldered to him. "Makes me feel rotten," he rambled on, "after all the trouble I went to just learning the code."

"Hey, Gugie," I said, "didn't Morse have something to do with this?"

"You should see that guy these days," he said, "he sits around Alva's laboratory rattling his clavicle, and moaning about the crowded state of the radio spectrum, 'till Alva throws him out.'"

"You dropping names on me, or do you actually mean Alva Edison is up there with his own lab, and Sam Morse floats in and pisses him off?"

"Absolutely," he held the ancient key up to his socket where his eye used to be, "and that's not all. Our kind of guys sort of stick together. I see Volta, Hertz, Yagi, Steinmetz and Farad every Friday night. We play a little three-bone stud and have a few laughs. Didga gnow glophabx wychjk," he stopped and slapped himself on the side of his jaw which had become dangerously loose, "did you know Steinmetz and Marlene Detrich have a thing going?" he went on, "and she looks like hell."

"Hey," I said, "are you trying to pull my chain?"

"We all gotta pull our own chains around here," he shifted the big key to his other hand, "like, I gotta carry this damned key through all eternity, and now eerybody's on songle soyband and CW is doyd." He used

his left hand to readjust his dangling jaw. "You'll catch on," he added. "You'll catch on after you're around for awhile."

"Around for awhile? What? You mean..." I stammered.

"Didn't you notice you gotta pipe stem in your mouth?" he asked. "You bit your pipe right in half when you got across those seven hundred volts, and the whole end of the little screwdriver you were holding is vaporized. Don't you know how to neutralize a pair of 6146s? How long you been a ham anyway?"

"Couple years," I answered, "and this is the first time I ever got into a live rig with the lid open. How long am I going to have to lay here on the floor before I can get up and go somewhere? By the way, you are starting to fade out on me."

Guglio never answered. He just faded out while I faded back in. There I was on the floor with that stupid pipe stem in my mouth, and a mighty grip on a little screwdriver with the entire end of it blown away. The old Viking was still humming away up on the bench with her finals needing a touch up. Whomever was in charge of things up there, in the big radio room of the sky, was going to give me another chance, but that was going to be another time, another day and in some other way.

That was a long time ago, and lots of kilowatt hours have flown through the old meter. It was lesson One, and yes, I can neutralize a final safely, and yes, I did give up smoking a pipe, and yes, all of this is obsalootuely troough. Exkewooze me. My jab is getting slack!

# THE W 3 T K Q REPORT

by  
Jake Kovalchek,  
AK2I

## NINETY FIVE DAYS AND COUNTING

Yesterday, July 17, 1991 at 11:00 AM, I was privileged to receive a phone call from Mrs. Gioia Marconi Braga, the daughter of Guglielmo Marconi, the Father of Radio as we know it today. After much conversation and congratulations on our project at W3TKQ, Mrs. Braga agreed to dedicate our station on October 23, 1991 at approximately 10:00 AM. She will arrive by Metroliner from New York, where she will be picked up by me, and brought to the Franklin Institute for the dedication ceremony.

What an absolute thrill to have talked with her. She exclaimed that our work appears to be... "most worthy and exciting indeed." Mrs. Braga went on to indicate that her Dad had a very special regard for amateur radio operators, and spoke highly of their work, even back then in the 1930s. Mrs. Braga also appreciates the work amateur radio operators are doing across the country, especially the Antique Wireless Association.

The stage has been set, and our special invitations will soon be prepared for the gala event. I hope each of you will make a special effort to be present for that day. We naturally want the biggest crowd possible because coverage has been promised by all the major TV networks. Please be a part of the rebirth of W3TKQ, and remember, we still need your financial support. Give whatever you can afford, but please give. Make your check out to The Franklin Institute, and, in the memo, write "For W3TKQ only," and send it off to me today for proper credit to our account. Each donation will be acknowledged.

## ON THE ROAD AGAIN

Jake Kovalchek, AK2I

It only took five minutes on the road to tell I was having a problem, and it grew worse by the minute. I wasn't sure which tire it was, but I knew I had tire problems. The vibration was terrible, and the back of my Suburban shook violently at fifty miles per hour. I could only imagine what kind of stresses that vibration was placing on my hitch and on my trailer, however, I had a smooth ride at about 46 miles per hour, so no sense in pushing. I decided to change the tire at my rendezvous which was at Sidling Hill, on the Pennsylvania Turnpike, about 185 miles down the road.

As is usual with "Airstreamers," you cannot do anything in the form of maintenance by yourself, you always have six additional hands to help you, and that's a good feeling. In one fell swoop, the tire was changed, the problem noted (the vibration had put concave grooves in the edges of the tire tread and destroyed the tire) since it appeared that the belts in the tire had fallen apart, and shifted so badly that the tire was completely out of balance.

Amateur radio has played a big part in my caravans to the International Rally, because, on a daily basis, I was able to maintain contact with the rally control station located at Duluth, and found out what the weather was, how many trailers had been parked each day, and what exactly we could look forward to. I found out, for example, that the airport where we were going to park, had had quite a bit of rain, and the mud was indeed a problem. However, it appeared that, with a couple of good days and some sunshine, we

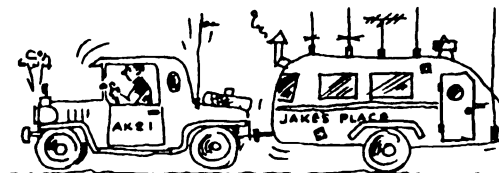
would be in good shape for whatever was to come our way. Little did any of the control operators know.

The shack, where the amateur radio station was set up, was behind the tent in the main rally area in a separate construction trailer. Because of space restrictions, they were allotted only one half the trailer, while the other half went to the Scooter Patrol. The station was nicely arranged, and had a transceiver, an amplifier for additional power (about 1000 watts), a packet station with a lap-top computer, and a printer to print-out the daily caravans and to map their daily progress. You see, we, as caravan radio operators, are to keep the Control station

briefed, on a daily basis, of our present whereabouts, where we plan to spend the night, how we are progressing, pass on

any problems we might be having, help in any situations that might develop, pass on any messages from home or loved ones while we are on the road, and in general, keep the caravan in sight, so to speak.

After the caravan reaches about 60 miles out from destination, the parking crews are alerted, decisions are made as to our arrival time and any changes that might be necessary, decisions to switch to two meters for local communications, and finally, the last minute numbers of the caravan and all of its associated details such as how many trailers, or motor homes, had generators or dogs, and whether or not the caravan has any Unit Presidents that might have to be directed to Presidents' row. All in all, it's one great big communications picture that is cleverly ar-



weeks, he fashioned this seat. At home that seat would have cost two thousand dollars.

But getting the measurements for this seat took a lot of doing. Before and after the games, there was a lot of eye, measuring going on. One method was to feed the tootsie-puss lots of water so she would go to the splinters more often.

Anyway, when finished, John got a report—"no splinters."

After a good laugh, I happened to look around and discovered both lines to the fish poles broken—we were going slow, and the lures were down deep, so they possibly got hooked on a log or something.

So I put on other lures and put them out again—this time watching.

Boy did I get a surprise. One reel went crazy, then the other. When we got these fish in we guessed they were 20 pounders each.

Well what do we have here? We soon learned—they were nuts. We threw the lures out, with the boat not moving—got two more, goodness gracious!

One time I threw my lure out with a short line. It hit the transom (back end of the boat). The fish jumped out of the water and got the lure—stuck to the back end of the boat, two feet out of the water.

When the fish box was full, I said let's go home. Ho!—said John, we will catch them and throw them back. Hi, I loved that.

If you looked down into the water, these fish were thick as flies—what a day.

At this time I got on my radio and called a friend with the fleet. I told him to come to Little Egg Harbor; the fishing was great.

When the fleet got there, they wiped-out the fish—or the fish left.

What a day. One of 40 years of fishing and boating.

## MID-ATLANTIC AMATEUR RADIO CLUB

### HAMFEST '91

**SUNDAY, AUGUST 11  
WARRINGTON, PA**  
(Bucks County)

*Bucks County Drive-In Theatre  
Route 611 - 5 miles north of PA Turnpike Exit 27,  
just south of Street Rd (Rt. 132)*

**FURTHER INFORMATION:**  
Call Al Madlin W3DZJ (215) 446-4936  
or write MARC, PO Box 352, Villanova, PA 19085

**\$3.00 per Amateur admission - \$2.00 per tailgate space**  
No advance tickets or reserved spaces

**TAILGATE SET-UP: 7 AM  
BUYERS ADMITTED: 8 AM**

**TALK-IN: 147.06/R and  
146.52/S by WB3JOE**

Theatre management does not  
permit outside food/beverage  
sales.

MARC is an APRIL Special Service Club  
operating 147.06/R, 146.52/S, 224.42/R  
WB3JOE packet 988 1145  
Meetings 3rd Thursday of each month, 8 PM  
at Memorial Library of Radnor Twp, Wayne, PA  
Dues are welcome - handicapped accessible



"Do you think we could stop by the  
hamfest on the way to Hawaii?"

## SEATFISH

Carl Vold, W3SGR

Even hams can become, or are fishermen, and, because I had a boat, I was looking for company. Most of my friends are hams, and, after all, if you're going to sink, it's nice to have company. I finally found a ham interested in fishing out of Beach "Heaven" New Jersey.

This was John. John built himself a house on the island, and was now ready to fish I figured. John's home was northwest of Philadelphia, and it was agreed he would be in Beach Haven by 7 A.M. when the "fleet" left. The fleet was going out off Atlantic City into about 60 to 100 feet of water. That is where the albacore are—the big ones.

For this special fishing expedition, I was up and ready at 6:30 am, and John arrived at 12 noon, HI. Well he came anyway, HI.

Ho well—I thought we would go out along the coast and shoot the bull—he is a talker.

We went out Beach Haven inlet, and started southwest towards Atlantic City.

My boat, at that time, was a second-hand Zobel 23ft., with a 6 cylinder Chrysler motor. It was built special for a man 6 foot 3 inches tall—so the open cabin was very

large. It had two seats, one on each side, and a pot inside—up front. A very good boat.

Anyway, we started down along the coast, and, as usual, I put out two lures to troll. Since we were getting nothing inshore lately, I just didn't pay any attention to them.

To get a conversation going, I asked John where he was during the war (2) and this was the gist of talk. Seems he ended up on an island in the pacific, a noncom in a supply depot. From this island went supplies here and there as orders.

The colonel and his girl friend decided to do other things, and one was to play bridge. Since he needed two others to make a foursome, he called a meeting and asked for bridge players. John and another fellow were the only players of the game.

John and his partner played bridge when "ordered." Of course, John and his friend saw to it that the colonel won most of the time, HI. The colonel was lousy at the game.

The outcome of all this was that John was asked if it was possible for him to make a throne seat, that didn't have splinters, for the ladies' room.

This was quite a project. John found a hardwood tree and cut it down. Then, for two



Submitted by W3VVS

1991

## AUGUST

1991

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		<i>A closed mouth gathers no foot.</i>		<b>1</b> LICENSE EXAMS at The Franklin Institute Registration begins at 6:00 Doors close at 6:30 PM <i>sharp!</i>	<b>2</b>	<b>3</b>
<b>4</b> 2M NCS N3FVI 10M NCS ANYONE 75M NCS W3PWG	<b>5</b>	<b>6</b> CODE PRACTICE NET resumes Sept 17	<b>7</b> GENERAL MEETING at The Franklin Institute Refreshments at 7:00 PM Meeting starts at 7:30	<b>8</b>	<b>9</b>	<b>10</b>  <i>Herbert Hoover 1874</i>
<b>11</b> 2M NCS K3QLY 10M NCS ANYONE 75M NCS W3AOA  <i>MARC Hamfest</i>	<b>12</b>  <i>Perseid Meteor Shower</i>	<b>13</b> CODE PRACTICE NET resumes Sept 17	<b>14</b> DIRECTORS' MEETING at W3IIM&N's  <i>V.J. Day 1945</i>	<b>15</b>  <i>Panama Canal Opened 1914</i>	<b>16</b>	<b>17</b>
<b>18</b> 2M NCS NA2E 10M NCS ANYONE 75M NCS W3RCE	<b>19</b>	<b>20</b> CODE PRACTICE NET resumes Sept 17	<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>
<b>25</b> 2M NCS KB3IV 10M NCS ANYONE 75M NCS AK2I	<b>26</b>  <i>Woman's Suffrage 1920</i>	<b>27</b> CODE PRACTICE NET resumes Sept 17  <i>L.B. Johnson 1908</i>	<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b>